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- 1. During the night of 1h April between 7 p.m. and 1 a.m., there was flying activity at Alt Loennewitz sirfield. About 7 p.m., three searchlights were towed by tractors from a hangar. The dirst searchlight was set up north of the east end of the runway. It was it operation ouring the air activity. The second rotating searchlight, which was emplaced near the radio installations with four maste, east of the road to Schmerker lorf, swept the sky when aircraft were aloft. The third searchlight, which was located north of Alt Loennewitz near bennewitz road. lighted the rurway during take-offs and Landings. About 1:30 p.m., the engines of two-single-engine, low wing monoplones were started and stopped again after about 5 minutes. About 7:40 p.m., these aircraft were again storted and taxled to the east end of the runway. About 8 p.m., the hird searchbight lit the runway. At the same time, other places were started and taxied to the east end of the ranway. Retween 8:05 and 8:15 p. .., six single-engine, low-wing monoplanes took off in succession. After the take-offs, the third searchlight was turned off. Between 8:15 and 8:25 p.m., more aircr ft engines being started. Then the planes taxied to the east end of the runway Between 8:25 and 8:33 p.m., the third searchlight again lighted the runway, while six single-engine, low-wing monoplanes landed and taxied along the textway to the east ent of the runway. There, the crews were exchanged. Four MiG-15s took off in rapid succession at 8:45 p.m. and landed again at 9 p. . It was noticeable that a group of planes took off only when the preceding roup had landed. (1)
- 2. On 15 April, there was a slight degree of cloudiness, Between 7:30 and 8:30 a.m., two jeeps towed many air raft to the east end of the runway in shuttle traffic. At 8:30 a.m., three trucks harled personnel from the barracks buildings to the planes at the east end of the runway. The discraft engines were started; they were stopped after warming up. At 9:05 a.m., flying activity started. Twelve Planes assembled in the firm a V formation, two planes flying close to carbother. The formation landed at 9:18 a.m. line Fig-15s took off at short intervals at 9:35 a.m. and practiced formation flying until 9:58 a.m. At 10:10 a.m., 18 and 10:55 a.m.

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•		SECRET/CONTROL/US OFFICIALS OF LY SECURITY INFORMATION 2	25X′
3.	The follow	ing air activibles were observed between le	6 April and 9 May:
	Date.	Observations	
	16 April	No air activity was observed from outside	e the field.
	17 "	At 3 p.m., a twin-engine plane towing a r Jet fighters made approach flights at the	sleeve target cas coserved 25X' a sloeve target.
	15 "	Between 9 a.m. and 2 p.m., MiC-15s flew	32
	19 "	No flying was observed.	
	21 to 23 April	No observations were made from the vicini flying was observed from a distent working	ity of the field. Formation of place.
	24 to 27 April	No air activity in rainy weather.	
	28 April	No flying.	25X′
	29 "	At 7 a.m., 8 FiC-15s were parked on the e Between 7:30 a.m., and 3 p.m., jet fighte severity times. A formation of six flew at a high altitude.	TO COMP
	30 "	Between 8 a.r. and noon, jet fighters cro thirty-four times. A formation of formation was observed. The aircraft had	S n spor Cluster to retain
	1, 2, and 2 May	No air activity.	
	4 May	Flying by MiC-15s:	
	5 "	Between 7:30 a.r. and 2 j.m., 2h flights a seater, low-ving monoplanes and 18 flights ments of two.	across the field by single- s by MiC-15s flying in ele-
	6 "	Between 6:30 a.m. and noon, flying activit approach flights at a sleave target towed	by. Between 1 and 3 p.m., by a twin-engine plane.
	8 "	Between 9 and 10:30 a.m., no flying.	
		At 7:50 a.m., the first aircr same time; a secan towed a MiG-15 from the Between 7:56 and 8:02 a.m., 8-MiJ-15s took The planes as embled in a formation. Thei At 9:45 a.m., a formation of 10 aircraft c (2)  At 2:30 p.m., flying was discontinued. (3)	r laudings were not observed.

Between 10 and 13 May, there was no flying as the field.

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4. At 7:30 a.m. on 15 April, aircraft observed at the field included 16 NiG-15s in front of the western hangar, II single-en in, low-wing nonoplanes in front of the hangar adjacent to the western hangar and I twin-engine planes in front of the easternmost hangar. Airdraft were observed in the two western congars which were open. (h) Between 9 and 10:30 a.m. on 8 May, 12 NiG-15s were arranged on the western section of the runway and 8 single-engine, low-wing monoplanes were parked in front of the third bangar from the west.

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	SECRET/CONTROL/US COMMICALS ONLY SECURITY INFORMATION 3
5.	Trucks observed entering and le ving the field what the carried personnel employed for line construction, 25X1
	Comments.
(1)	The significant information or night flying activity by individual MiG-15s in- 25X1
	dicates the status of training of the new fighter regiment whose crews started retraining on MiC-15s during the last weeks of 1951. The first night flights
	by the two new fighter regiments at linow airfield were observed on 8 May.
(2)	For sketch of flight formations observed on 9 May, see Annex.
(3)	The flying activities observed until early lay indicate that the status of train-
	ing of the fighter regiment in comparable with the training of the other regi-
(1.)	ments which have been or ganized since late 1951.
(1)	The exact number of MiC-15s stationed at the field is not known. On 11 March 1952,
	10 new MiG-15s arrived at Alt Leennewitz airfield coming from the
	U.S.S.R. Since 25X1
	aircraft in the open hangar it is believed that the regiment is equipped with
	nore NiC-15s that were observed in front of the hangars

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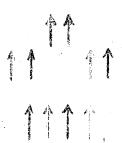
## Types of Formation of Flights on 9 May 1952

about 8 20 am

about 8 35 a m



about 9.45 a.m.



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